

# Cardiff 19<sup>th</sup> Century

## Timeline Game education resource

### This resource aims to:

- engage pupils in local history
- stimulate class discussion
- focus an investigation into changes to people's daily lives in Cardiff and south east Wales during the nineteenth century.

## Introduction

Playing the Cardiff C19th timeline game will raise pupil awareness of historical figures, buildings, transport and events in the locality.

After playing the game, pupils can discuss which of the 'facts' they found interesting, and which they would like to explore and research further. This resource contains a series of factsheets with further information to accompany each game board 'fact', which also provide information about sources of more detailed information related to the topic.

### For every 'fact' in the game, pupils could explore:

**People** – Historic figures and ordinary population

**Buildings** – Public and private buildings in the Cardiff locality

**Transport** – Roads, canals, railways, docks

**Links to Castell Coch** – every piece of information in the game is linked to Castell Coch in some way – pupils could investigate those links and what they tell us about changes to people's daily lives in the nineteenth century.

### Curriculum Links

**KS2 Literacy Framework** – oracy across the curriculum – developing and presenting information and ideas – collaboration and discussion

**KS2 History** – skills – chronological awareness – Pupils should be given opportunities to use timelines to sequence events.

**KS2 History** – skills – historical knowledge and understanding – Pupils should be given opportunities to identify significant people and describe events within and across periods

**KS2 History** – range – Pupils should be given opportunities to study changes to people's daily lives in the locality in the nineteenth century

**KS2 History** – range – Pupils should be given opportunities to carry out investigations into the history around them and into the life of people at different times and places in the past

**KS2 History** – range – Pupils should be given opportunities to ask and answer questions

# 1801

## Cardiff's population is 1,870

In 1801, Cardiff was much smaller than other Welsh towns.

6,099 people lived in Swansea, and 7,705 people lived in Merthyr Tydfil in 1801.

Cardiff's population grew rapidly throughout the 1800s. Census figures show that in 1811 it was 2,457; in 1821 it was 3,251; in 1831 it was 6,187; in 1841 it was 10,077; in 1851 it was 18,351; in 1861 it was 32,954; in 1871 it was 39,536; in 1881 it was 82,761; and in 1891 it was 128,915.

***Link to Castell Coch** – The Bute family owned much of the land in the Cardiff area, including the land Castell Coch is on. Cardiff began expanding rapidly as a result of the Bute family's business interests.*

### **Pupils could investigate:**

**People** – John Wood (senior) Town Clerk of Cardiff in 1801, John Stuart 1st Marquess of Bute

**Buildings** – pupils could look at maps to see which parts of existed in Cardiff in 1801, and on later maps to see how the city grew throughout the nineteenth century.

**Transport** – pupils could look at maps to see which roads, railways, waterways and docks existed in Cardiff in 1801, and at intervals throughout the nineteenth century.

### **Where to find out more:**

The Bute Family website: <http://www.butefamily.com/>

Glamorgan Archives – census data, maps, photographs, trade directories, building plans, information on the 2nd Marquess of Bute: <http://www.glamarchives.gov.uk/>

British History Online, Cardiff Records 4, details exchanges of land between Lord Bute and the Corporation and the Borough of Cardiff in 1803: <http://www.british-history.ac.uk/>

People's Collection Wales – historic maps, photographs:  
<http://www.peoplescollectionwales.co.uk/>

Piggot's 1822 directory of Cardiff lists individuals, services and businesses, which give a fascinating insight into 1820s Cardiff:

<http://www.genuki.org.uk/big/wal/GLA/Cardiff/pigot.1822.html>

# 1814

## John Stuart, 1st Marquess of Bute, died

John Stuart was born in 1744, and became the 4th Earl of Bute. In 1766, he married Charlotte Windsor, the daughter of Alice Clavering and Herbert Windsor, who was the 2<sup>nd</sup> Viscount Windsor. The marriage brought vast estates in south Wales into the Stuart (Bute) family.

In 1776, John Stuart was made Baron Cardiff, in recognition of his substantial Welsh estates. In 1796, he was made Earl of Windsor, Viscount Mountjoy, and 1<sup>st</sup> Marquess of the County of Bute.

John Stuart died in 1814, and his grandson John Crichton-Stuart, Earl of Dumfries, became 2nd Marquess of Bute & Lord Cardiff at the age of 21, and inherited all his grandfather's land and buildings. John Crichton-Stuart transformed Cardiff from a small coastal town to one of the most important cities in the world in the nineteenth century.

John Stuart saw the huge value of iron and coal in south Wales, and developed Cardiff as a port. During the 1831 Merthyr Rising, he led the government's response from Cardiff Castle, sending soldiers to bring the situation under control. He also sent spies to Merthyr to gather information, which he sent to the government in London.

*Link to Castell Coch – The land Castell Coch now stands on was part of the estate inherited by the 2<sup>nd</sup> Marquess of Bute. In 1814 the ruins of a castle built in the 1300s were the only buildings there.*

### **Pupils could investigate:**

**People** – John Crichton-Stuart, 2<sup>nd</sup> Marquess of Bute; John Stuart 1<sup>st</sup> Marquess of Bute.

**Buildings** – pupils could look at maps to see which buildings existed in Cardiff in 1814, and later maps to see how the city grew.

**Transport** – pupils could look at maps to see which roads, railways, waterways and docks existed in Cardiff in 1814, and at intervals throughout the nineteenth century. The 2<sup>nd</sup> Marquess of Bute was also the Earl of Dumfries. He had homes in both Cardiff and Dumfries, Scotland. How did people travel locally, and on long journeys, in 1814?

### **Where to find out more:**

The Bute Family website: <http://www.butefamily.com/>

Glamorgan Archives – information on the Bute family, maps of Cardiff:  
<http://www.glamarchives.gov.uk/>



# 1815

## The Cardiff School was set up

The Cardiff School for Promoting the Education for the Poor opened on 9<sup>th</sup> October 1815, under the Presidency of John Crichton-Stuart, the 2<sup>nd</sup> Marquess of Bute. The school was originally a charity school for boys, and was temporarily housed in the Workhouse.

The Cardiff School was supported by the town council, who gave £300 towards the cost of building the school, and land for the new school to be built on for the term of 42 years at an annual rent of 6d. The land was on the south side of Porridge Lane and bounded on the east by a lane leading to The Hayes; on the west by a garden; on the north by a lane called Heol y Cawl; and on the south by Knockers Hole and Baker's Row.

A girls' school was opened in 1817 on the Porridge Lane land (now Wharton Street). The girls were employed in plaiting straw bonnets, and knitting stockings, for sale.

*Link to Castell Coch* – The schools were proposed by 2<sup>nd</sup> Marquess of Bute, who also supported them financially. He also gave a cottage and garden in Crockherbtown (now Queen Street) as a site for the new boys school.

### Pupils could investigate:

**People** – President and Vice President of the school: John Crichton-Stuart, 2<sup>nd</sup> Marquess of Bute; John Wood, of Roath Court – town clerk of Cardiff 1818-1825.

**Buildings** – Cardiff Workhouse, Cardiff School buildings. Where was the workhouse in 1815? Do any of the original 3 school buildings still exist? Can they, or the places they were located, be found on maps?

**Transport** – how did children get to school in 1815? How far did they travel?

### Where to find out more:

This resource contains a 'WORKHOUSE' fact sheet (appendix 1).

The Bute family website: <http://www.butefamily.com/>

British History Online website – Cardiff school book, 1815-1840; Cardiff Records 4, council minutes for 20 July 1815; and Cardiff records 2, Cardiff Town Clerk's memoranda:

<http://www.british-history.ac.uk/report.aspx?compid=48173>

<http://www.british-history.ac.uk/source.aspx?pubid=376>

<http://www.british-history.ac.uk/report.aspx?compid=48117>

Glamorgan Archives – poor law union records; maps, information on the 2<sup>nd</sup> Marquess of Bute; 1881 census of a later Cardiff workhouse gives more information about people who lived in the workhouse at that time: <http://www.glamarchives.gov.uk/>

# 1835

## The Municipal Corporations Act became law

This Act of Parliament transformed Cardiff from a medieval Borough into a Municipal Corporation. Each of the 178 Boroughs affected by this Act had to employ a paid town clerk and treasurer, who were not to be members of the council. The new municipal corporations also had to publish their financial accounts, which were liable to be audited.

Before 1835, the Constable of Cardiff Castle was literally Lord of the City, and was very powerful. Mayors of Cardiff were military governors of the Borough, appointed by the Constable and Lord of Cardiff. In 1835 the Constable of Cardiff Castle and Lord of Cardiff was the Marquess of Bute.

All Mayors of Cardiff since 1836 have been elected by Cardiff's council, which is made up of elected councillors.

In 1836, the new Corporation of Cardiff held meetings on the 1<sup>st</sup> day of March, the first Monday in June, and the first Monday in September, at eleven o'clock in the morning. These meetings were attended by the Mayor, Aldermen and Councillors for the transaction of business under the Municipal Corporation Act.

*Link to Castell Coch* – this law meant that the corporation could disagree with the Marquess of Bute, owner of Castell Coch, over matters concerning the city, and could get things done without his approval or support as long as a majority of councillors agreed. This reduced the amount of power the Marquess of Bute had over decisions about what should be done in the Cardiff area.

### **Pupils could investigate:**

**People** – Thomas Revel Guest, first elected Mayor of Cardiff; Walter Coffin, first elected chair of the council; William Prichard, John Bird, William Towgood, and Charles Crofts Williams, all elected Aldermen; Edward Priest Richards, Town Clerk; William Jenkins, Treasurer and Collector of the Rents of the Corporation.

**Buildings** – where were council meetings held in 1836?

**Transport** – what forms of transport were there in 1836? How did councillors get to the meetings?

### **Where to find out more:**

Glamorgan Archives: records of the Borough of Cardiff; papers of Edward Priest Richards:  
<http://www.glamarchives.gov.uk>

British History online, Cardiff Records Volume 4:  
<http://www.british-history.ac.uk/source.aspx?pubid=376>

# 1836

## The TaffVale Railway Company was set up

The company was created on 21 June 1836, through an Act of Parliament, which allowed for the creation of the TaffVale Railway Company.

The Act authorised the building of a railway from Merthyr Tydfil to the Bute West Dock at Cardiff, with a branch to Cogan Pill, as well as connections to the tram-roads of Penydarren, Dowlais, and Plymouth Ironworks in Merthyr Tydfil.

The first section of the railway, from Cardiff to Abercynon, was built by Isambard Kingdom Brunel, and opened in 1840.

*Link to Castell Coch* – the new railway line ended at the Bute Dock, built by the 2nd Marquess of Bute, whose son rebuilt Castell Coch. The railway once had a stop at Tongwynlais, near Castell Coch.

### **Pupils could investigate:**

**People** – the TaffVale Company Directors - Josiah Guest (who became its first chairman), Walter Coffin, Edward Lee, Thomas Guest, Thomas Guppy, Thomas Powell, Christopher James, Thomas Carlisle, Henry Rudhall, William Wait, William Watson, and Peter Maze. Isambard Kingdom Brunel.

**Buildings** – What buildings and structures did the railway company build, and where? How were they built, and by whom?

**Transport** – Why was the railway built? Where did the railway run to and from? What kind of trains ran on the railway, and what did they carry?

### **Where to find out more:**

Glamorgan Archives: maps; plans (including some of Brunel's surveys); timetables; uniform buttons; drawings and later photographs; bills and acts.

<http://www.glamarchives.gov.uk/>

The Dock and Railway Police history Headline website: <http://headline.org.uk/>



# 1836

## Cardiff Borough police force was set up

The population of Cardiff was increasing rapidly and had reached around 6000 by 1836. Crime and disorder was becoming a problem.

Cardiff was overcrowded as people had come from other parts of the UK and Ireland, looking for work, but there weren't enough houses for all the people to live in.

Special constables had been appointed as early as 1819, but the city was growing so quickly that a more organised force was needed.

***Link to Castell Coch** – Cardiff was expanding rapidly, at least in part as a result of the 2<sup>nd</sup> Marquess of Bute's business interests. He is considered to be the creator of modern Cardiff, and he owned much of the land in the Cardiff area, including the land Castell Coch is on. He built housing for the workers who built the docks, which became very overcrowded, some rooms being shared by up to 50 people.*

### **Pupils could investigate:**

**People** – Jeremiah Box Stockdale, the first Superintendent of Cardiff Borough Police, who was known as the 'Iron Copper'. What was his background, where did he come from, how long was he Superintendent of Police? 4 policemen were recruited to help him. Who were they? Where did they come from?

**Buildings** – Where was the first police station? Were any other police stations in existing buildings, or were any police stations built in Cardiff, in the nineteenth century?

**Transport** – How did the police travel around Cardiff in 1836?

### **Where to find out more:**

South Wales Police museum website: <http://www.southwalespolicemuseum.org.uk/>

Glamorgan Archives: records of Cardiff Borough Constabulary; maps; plans of police stations: <http://www.glamarchives.gov.uk/>

The Dock and Railway Police history Headline website: <http://headline.org.uk/chronology/>

British History online Cardiff Records 4 council minutes December 14, 1843.

<https://www.british-history.ac.uk/>

# 1839

## The West Bute Dock opened

In 1794, the Glamorganshire Canal was built to transport iron from the 4 ironworks in Merthyr to Cardiff, for export. Four years later, a small dock basin was built to connect the canal to the sea. By the 1830s, Cardiff had become a major iron-exporting port, shipping almost half of all the iron exported from Britain. Bigger docks were needed as the small dock basin was not big enough for large ships, or for the number of ships needed to export the iron.

John Crichton-Stuart, 2<sup>nd</sup> Marquess of Bute, had the West Bute Dock built on land he owned near the small dock basin. He also had 6 streets of houses built for the people who built the dock to live in while they were building the dock, and called the new area 'Newtown'.

The new dock took 4 years to build, and was designed by Admiral William Henry Smyth. It covered 19 acres and had 9,400 feet of quays for ships to dock at. A Dock Feeder canal was also built, linking the new dock to the Glamorgan canal. The building of the new dock and canal was the largest privately funded civil engineering project ever undertaken in Britain, and was entirely paid for by the 2<sup>nd</sup> Marquess of Bute.

*Link to Castell Coch – 2<sup>nd</sup> Marquess of Bute had the dock built, and owned the land it was built on as well as the ruins of Castell Coch. Castell Coch was rebuilt by the 2<sup>nd</sup> Marquess of Bute's son.*

### **Pupils could investigate:**

**People** – John Crichton Stuart, 2<sup>nd</sup> Marquess of Bute; Admiral William Henry Smith; John Bachelor, timber merchant, whose statue is on the Hayes.

**Buildings** – How was the dock built? How long did it take to build? Were any dock buildings built? Where is Newtown, Cardiff? What did the houses look like?

**Transport** – What can be found out about the ships which used the dock? Where was the iron carried to? What route did the Dock Feeder Canal take? Does it still exist?

### **Where to find out more:**

The Bute Family website: <http://www.butefamily.com/>

Glamorgan Archives: information on the docks, including maps and plans, photographs, trade directories, coal annuals: <http://www.glamarchives.gov.uk/>

The Dock and Railway Police history Headline website: <http://headline.org.uk/>

Royal Commission for Ancient and Historical Monuments Coflein website: <http://www.peoplescollectionwales.co.uk/items/20196>

People's Collection Wales website – a view of West Bute Dock in 1853, and the Bachelor shipyard in 1859: <http://www.peoplescollectionwales.co.uk/items/9318>



# 1847

## John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, was born

John Patrick Crichton-Stuart was born in Mount Stuart House, on the Isle of Bute, Scotland.

He was less than a year old when his father died, and he inherited his father's enormous wealth, along with huge areas of land in Scotland and Wales. His mother died when he was 12, and he was cared for by several legal guardians, who disagreed about his upbringing.

When he was 21, and was legally an adult, the 3<sup>rd</sup> Marquess of Bute became a Catholic, which shocked society. He was one of the richest men in the world, but he lived a quiet private life, in which he was able to follow his passions and interests: he was a skilled linguist who understood 21 languages (he learnt Welsh in his early 20s); a scholar of history, architecture and religion; and he was also a great traveller.

*Link to Castell Coch* – the 3<sup>rd</sup> Marquess planned and financed the rebuilding of Cardiff Castle, Caerphilly Castle, and Castell Coch.

### **Pupils could investigate:**

**People** – John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute; John Crichton-Stuart, 2<sup>nd</sup> Marquess of Bute (his father); Sophia Bute nee Hastings, daughter of 1st Marquess of Hastings (his mother); Lady Gwendolen Mary-Ann Fitzalan-Howard (his wife); and his children, Lady Margaret Crichton-Stuart, John Crichton-Stuart, 4<sup>th</sup> Marquess of Bute, Lt.-Col. Lord Ninian Edward Crichton-Stuart, Lord Colum Edmund Crichton-Stuart.

**Buildings** – Castell Coch, Cardiff Castle, Caerphilly Castle. How many homes did the 3<sup>rd</sup> Marquess have, and where were they? Are any buildings or places in Cardiff named after the Marquess or members of his family?

**Transport** – how did the 3<sup>rd</sup> Marquess travel between his homes? Where else did he travel to, and how? Why did he travel?

### **Where to find out more:**

The Bute Family website: <http://www.butefamily.com/>

Glamorgan Archives: Census information; maps and plans including building plans form streets named after the family and places on the Isle of Bute; information on transport in Victorian times.

<http://www.glamarchives.gov.uk/>

The Project Gutenberg EBook of John Patrick, Third Marquess of Bute, K.T., by David Hunter Blair: <http://www.gutenberg.org/files/35884/35884-h/35884-h.htm>

# 1848

## Cardiff's first race riot took place

The riot was sparked by the murder of a Welshman by an Irish man.

Thomas Lewis was walking with his wife in Newtown, Cardiff, when he was stabbed to death by Irishman John Connors. Thomas Lewis was the third Welshman to have been murdered by an Irishman in a matter of months, and an angry mob went off to Newtown, Cardiff, to find the murderer.

The *Manchester Guardian* reported in 1848, that:

*“On Friday last more than 200 Irish paupers, men, women, and children, landed from Cork on Penarth beach, and instantly proceeded to demand relief at the Cardiff workhouse, though the same were possessed of a little money. Nearly all were lodged in the workhouse, but when they found that they were to be passed to Ireland several of the men scaled the walls, and deserted their wives and children. All of them have been sent to their own country by one of the Irish steamers; but their brief sojourn in Cardiff, and the expenses of their passage, ere said to have cost the union more than £200.”*

Newtown, which had about 200 houses in 6 streets, was known as ‘Little Ireland’ because almost everybody who lived there had come from Ireland. It was not uncommon to have 50 people living in the same house in Newtown in the 1840s and 1850s. In 1848, more than 25% of Cardiff’s population were English born, and around 10% were Irish born.

**Link to Castell Coch** – Newtown was built by the 2<sup>nd</sup> Marquess of Bute to house construction workers building the new docks. The 2<sup>nd</sup> Marquess of Bute owned the ruins of Castell Coch.

### **Pupils could investigate:**

**People** – Thomas Lewis, John Connors. Irish people living in Cardiff – why did so many Irish people come to Cardiff from 1845 onwards?

**Buildings** – Houses in Newtown. What did the houses look like? Where did all the people who came to Cardiff to work, live? Can Newtown be found on a map? Where is the evidence that as many as 50 people lived in one house?

**Transport** – how did the people travel from Ireland to Cardiff?

### **Where to find out more:**

Glamorgan Archives: Census information; maps and plans; building regulation plans of houses in Newtown; photographs; Catholic church records. <http://www.glamarchives.gov.uk/>

# 1856

## The first Howell's store opened

James Howell, who had been apprenticed to a draper in Fishguard, opened his first draper's shop under the Stuart Hall in The Hayes, in October 1856. In August 1867, Howells moved to 13 St Mary's Street, and he bought number 12 in 1869 to open new departments for carpets, furnishings, millinery goods and funeral services. Over the next ten years, he bought a furniture ware house in Wharton Street, and more shops in St Mary.

In 1880 Cardiff Corporation tried to buy Wharton House, the part of the Howells store which faces Wharton Street, but James Howell refused to sell. By 1883, Howells occupied 9-14 St Mary Street and had bought the Biggs Brewery buildings to the rear, fronting Trinity Street. New furniture departments were opened in Trinity Street. In the 1890s, James Howell bought more shops in Wharton Street and Charles Street.

As the business grew, Mr Howell became richer and more respected in Cardiff society, and began to give charitable donations. On January 13th, 1890, Cardiff Council thanked Mr. James Howell for his gift of a prize bullock to the poor of Cardiff, and in 1896 they gave a vote of thanks to Mr. James Howell for 'his generosity in undertaking to decorate the Exhibition Hall free of charge, on the occasion of the admission of His Royal Highness the Prince of Wales'.

*Links to Castell Coch* – Doctor Who is filmed in and around Castell Coch, and also the inside and outside of the Howell's store. James Howell and John Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, are likely to have known each other as they were both very rich men living in Cardiff at the same time.

### **Pupils could investigate:**

**People** – James Howell

**Buildings** – Howells Department Store, Cardiff.

**Transport** – How was the stone used to build the store transported? Where were the goods sold in the store made, and how were they transported? How did customers travel?

### **Where to find out more?**

Glamorgan archives – Census information; photographs; lists of items bought at store; plans of proposed alterations to the store; '60 Years' the history of James Howell Company Ltd. 1865 to 1925: <http://www.glamarchives.gov.uk/>

People's Collection Wales website – Images of James Howell, Howells department store: <http://www.peoplescollectionwales.co.uk/items/12628>

<http://www.peoplescollectionwales.co.uk/items/11561>

British History Online website – Cardiff Council Records 5, council minutes 1884-5 & 1889-91: <http://www.british-history.ac.uk/search.aspx?query1=Howell&rf=pubid:377>



# 1859

## The East Bute Dock opened

South Wales was rich in coal reserves, and the advent of steam engines and technologies which needed coal to fuel them meant that coal became a valuable commodity. The export of coal began to replace the export of iron in the 1850s, and the West Bute Dock was not big enough to cope with the increased shipping traffic.

The 2<sup>nd</sup> Marquess of Bute commissioned a second dock, which was designed by James Walker, and built by Thomas Cubitt's company.

Building of the new East Bute Dock was started in 1855, and the dock was fully completed in 1860. The East Dock was 4,300 feet in length, 500 feet wide and up to 31 feet deep.

The first train of steam coal arrived in Cardiff from the 2<sup>nd</sup> Marquess of Bute's coal mine in the Rhondda in 1855.

*Link to Castell Coch* – The 2<sup>nd</sup> Marquess of Bute owned the East Bute Dock and the ruins of Castell Coch. The Dock was designed by James Walker of Messrs Walker and Burges. James Walker employed Alfred Burges in 1811, and taught him the business. Alfred Burges became a partner in the business in 1829. Alfred Burges had a son, William Burges, who designed and managed the rebuilding of Castell Coch in the 1870s.

### **Pupils could investigate:**

**People** – Thomas Cubitt; James Walker; Alfred Burges; John Crichton-Stuart, 2<sup>nd</sup> Marquess of Bute; ordinary people who built, used, or worked at the dock.

**Buildings** – How was the dock built? Where did the materials for building the dock come from? Were any buildings built?

**Transport** – How did the coal arrive at the new dock? What can be found out about the ships which used the dock? Where was the coal exported to?

### **Where to find out more:**

Royal Commission for Ancient and Historical Monuments Coflein website:  
<http://www.coflein.gov.uk/>

The Bute family website: <http://www.butefamily.com/>

Glamorgan Archives – Census information, maps & plans, photographs, building plans, trade directories, coal annuals: <http://www.glamarchives.gov.uk/>

Coal exports from Cardiff detailed in Slaters commercial directory of Cardiff, 1880

<http://www.genuki.org.uk/big/wal/GLA/Cardiff/slaters.1880.html>

# 1860

## The Principality Building Society was set up

The Principality Building Society was originally called the Principality Permanent Investment Building Society, and was established in Church Street, Cardiff, by Alderman William Sanders. Income for the first year was £367.

In 1870, after 10 years of having no permanent home, the Principality opened its first official headquarters at 8 Royal Arcade, Cardiff. In 1872, the Principality opened in Newport and in 1873 a Principality agency opened in Ebbw Vale. In 1880, it had an office at 28 St Mary's Street.

*Link to Castell Coch* – Lord Bute, owner of Castell Coch and Cardiff Castle, attended Cardiff council meetings with Alderman William Sanders, who was also a justice of the peace (Judge). Both Lord Bute and William Sanders were Mayors of Cardiff – William Sanders in 1889 (paid £150), Lord Bute in 1890 (paid £750)

### **Pupils could investigate:**

**People** – Alderman William Sanders, Principality's Managing Secretary (1862); Robert Day, Chairman (1876 - 1895)

**Buildings** – 28 St Mary's St; 8 Royal Arcade.

**Transport** – How did people travel around Cardiff in 1860? What forms of transport were available to them?

### **Where to find out more:**

Principality Building Society website:

<http://www.principality.co.uk/en/about-us/your-principality/history.aspx>

<http://wwwnemo.principality.co.uk/news-and-events/news/News-Items/Queen%20Street%20Birthday.aspx>

British History Online website, Cardiff Records volumes 4 & 5:

<http://www.british-history.ac.uk/place.aspx?gid=92&region=8>

Western Daily Press newspaper 2 March 1903

Glamorgan Archives – Plans of the Royal Arcade: <http://www.glamarchives.gov.uk>

# 1861

## Cardiff's first public library opened

In 1860, Mr. Councillor George Smart asked the Mayor of Cardiff to convene a meeting of the Burgesses to consider the establishment of a Free Library and Reading Room under the powers of the Public Libraries Act, 1855. In 1861, Cardiff became the first town in Wales to establish a public library, and the first library was situated in premises above the St Mary Street entrance to the Royal Arcade in Cardiff.

In 1878 Cardiff Corporation elected a special committee to decide where to build a new library. The committee decided to build the new library at the north end of the Hayes, adjoining St John's churchyard. A competition was held to choose a design for the building, which was won by architects James, Seward and Thomas.

The new library building cost £9000, and was opened on 31 May 1882 by the Lord Mayor of Cardiff, Alfred Thomas. It was called the Cardiff Free Library, Museum and Schools for Science and Art, and it included an art gallery. The building and running costs of the library were raised by adding a penny in every pound tax to the annual rates (council tax) paid on buildings in Cardiff.

*Link to Castell Coch* – Lord Bute was asked to lay the foundation stone of the 1882 building, but was unable to do so. Lord Bute also arranged for some books to be donated to the Library from his own vast private library in Cardiff Castle.

### **Pupils could investigate:**

**People** – Councillor George Smart; Mr Henry Allpass, Secretary and Librarian, later Chief Librarian; Edwin Seward

**Buildings** – St Mary's Street Royal Arcade entrance, Cardiff Central Library 1882 building.

**Transport** – What methods of transport were available between 1860 and 1882? What were the main transport routes in Cardiff at this time?

### **Where to find more:**

Glamorgan archives – Plans & photographs of library buildings, minutes of the library committee, maps and photographs related to transport in Cardiff in 1860-1882:  
<http://www.glamarchives.gov.uk/>

British Listed Buildings online website, listing details:  
<http://www.britishlistedbuildings.co.uk/wa-14111-former-central-library-castle>

British History online, Cardiff Records Volume 4, 1876-1879:  
<http://www.british-history.ac.uk/source.aspx?pubid=376>



# 1865

## John Patrick Crichton-Stuart met William Burges

William Burges was an architect who also designed metalwork, sculpture, jewellery, furniture and stained glass. John Patrick Crichton Stuart, 3<sup>rd</sup> Marquess of Bute, was one of the richest men in the world. The two men were probably introduced by John McConnochie, the dock engineer employed by Walker, Burges & Cooper (a civil engineering company owned by William Burges's father), working on the East Bute Docks.

John Patrick Crichton-Stuart had a lot in common with William Burges, especially their interest in medieval history, art and architecture, and they became friends. The 3<sup>rd</sup> Marquess of Bute became William Burges's greatest patron, but as he was also a scholar, antiquarian, enthusiastic medievalist and a compulsive builder, he brought more than just money to their partnership.

John Patrick Crichton Stuart and William Burges began to plan the rebuilding of Cardiff Castle shortly after they met, and began working on the castle in 1866. In December 1872, Burges submitted a proposal for rebuilding Castell Coch to Lord Bute, and work began at Castell Coch in 1875.

*Link to Castell Coch* – It was a ruin of a medieval castle in 1865. It became the castle we see today only because Bute and Burges met, planned its design and rebuilt it. Burges also designed and built Park House, for John McConnochie.

### **Pupils could investigate:**

**People** – John McConnochie; John Patrick Crichton-Stuart; William Burges

**Buildings** – Castell Coch; Cardiff Castle; Park House

**Transport** – What transport methods and routes were available in the Cardiff area in 1865?

### **Where to find more:**

Glamorgan Archives – printed copies of drawings of designs for Cardiff buildings by Burges; books on Burges; maps <http://www.glamarchives.gov.uk/>

Coflein website, information about Cardiff Castle, Castell Coch and Park House: <http://www.coflein.gov.uk/>

British Listed Buildings online website, Park House listing: <http://www.britishlistedbuildings.co.uk/wa-13772-park-house-castle>

# 1866

## Work began on rebuilding Cardiff Castle

In 1865 John Patrick Crichton-Stuart invited architect William Burges to present a report on the state of Cardiff castle; it was the beginning of a 16 year partnership between the two men, which transformed the castle into an amazing Victorian interpretation of a medieval palace.

Burges recruited a team of men who worked with him throughout the restoration of the castle. John Patrick Crichton-Stuart brought in distinguished local historians to help him research the castle's history, and also set up the 'Bute Workshops' (originally in Tyndall Street, later in Cardiff Castle's stable block) and employed the finest Welsh craftsmen, many of whom had been working on the restoration of Llandaff Cathedral.

The first work was the removal of houses which had been built against the south curtain wall. The stonework was restored, and a covered parapet walk with embrasures and arrow slits was built, before work was started on the clock tower.

In 1872 John Patrick Crichton-Stuart married Gwendolen Fitzalan Howard, and Burges designed a nursery in Cardiff castle ready for their children. The Bute tower and Herbert tower were rebuilt, and new towers were created – the Guest and Tank towers. Burges created a library and banqueting hall inside the medieval buildings, and restored the Octagon tower.

William Burges died in 1881, but William Frame, who had been his assistant, carried on with the planned work, and also built the Animal Wall.

*Link to Castell Coch – In 1866, Cardiff was a ruin of a medieval castle, which had been added to in the early 1800s. It was owned by John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, who also owned Castell Coch.*

### **Pupils could investigate:**

**People** – John Patrick Crichton-Stuart; William Burges; William Frame

**Buildings** – Cardiff Castle, Castell Coch

**Transport** – What transport methods and routes were available in the Cardiff area in 1866?

### **Where to find more:**

Glamorgan Archives: printed copies of drawings of designs for Cardiff buildings, including parts of Cardiff Castle, by Burges; books on Burges; maps <http://www.glamarchives.gov.uk/>

Coflein website, information about Cardiff Castle & Castell Coch:  
<http://www.coflein.gov.uk/>

People's Collection Wales, information about Cardiff Castle & Castell Coch:  
<http://www.peoplescollectionwales.co.uk/>

# 1867

## St Margaret's Church was rebuilt

In the 1800s most people went to church every week. The population of Cardiff expanded rapidly in the 1840s, 1850s and 1860s, and by the mid 1860s St Margaret's Church was too small to cater for the needs of the people living in the area.

The original church included a mausoleum (family burial chapel) built by John Stuart, 1<sup>st</sup> Marquess of Bute in 1800, when his wife died. John Stuart intended the mausoleum he built to be the resting place of his family for generations to come.

In 1867, the 3<sup>rd</sup> Marquess of Bute, aged 21 and a Roman Catholic, had the old church demolished and began rebuilding the church using Alexander Roos, who was architect to the Bute estate. In 1868, the Marquess dismissed Alexander Roos, and brought in local architect John Prichard, who had restored Llandaff Cathedral, to build a state-of-the-art Gothic church. The new church opened in 1870.

An ornate north aisle chapel was added to the church between 1881 and 1886, as the new mausoleum for the Bute family tombs.

*Link to Castell Coch – John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, owned and rebuilt Castell Coch as well as paying for St Margaret's parish church to be rebuilt. Saunders & Co, of Birmingham supplied the glass for St Margaret's Church, Cardiff Castle, and Castell Coch's chapel.*

### Pupils could investigate:

**People** – John Stuart, 1<sup>st</sup> Marquess of Bute; John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute; Alexander Roos, architect; John Pritchard, architect; William Gualbert Saunders, glass designer

**Buildings** – St Margaret's parish church; The Bute Mausoleum.

**Transport** – Where did the building materials for the church come from? How would they have been transported? How did people travel to church in the 1870s?

### Where to find out more:

<http://www.roath.org.uk/StMargaret/>

The British Listed Buildings online website, listing information:

<http://www.britishlistedbuildings.co.uk/wa-13819-church-of-st-margaret-roath>

Glamorgan Archives – parish records: <http://www.glamarchives.gov.uk/>

Coflein website – architectural drawings, reports, sketches, postcards:

<http://www.coflein.gov.uk/>

Stained Glass in Wales website, information about glass work undertaken

by Saunders & Co: <http://stainedglass.llgc.org.uk/person/85>



# 1870

## Work began on rebuilding Caerphilly Castle

John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, owned the very ruined Caerphilly castle. His vision for Caerphilly Castle was to turn the ruined castle into an accurate reconstruction of the original medieval castle.

In 1868, when he was 21, and was legally able to access the great wealth he had inherited, he had a thorough architectural survey of Caerphilly Castle to be carried out by distinguished civil engineer George Thomas Clark. This architectural survey resulted in the first measured drawings of the castle.

George Thomas Clarke was a surgeon, civil engineer, historian, Ironmaster, and educator who shared interests in archaeology, medieval history and languages with the 3<sup>rd</sup> Marquess of Bute. He was a member of the Royal Archaeological Society, and had researched and published 6 books on the medieval history and genealogy of Glamorgan. He was also a good friend to Lord Aberdare.

By 1871, the 3<sup>rd</sup> Marquess had re-roofed the castle's Great Hall. This was done to commemorate the 600th anniversary of the castle, and also to be able host a visit including banquet lunch for members of the Royal Archaeological Society, who were in Cardiff for their annual general meeting. He also had the retaining wall on the north side of the north lake rebuilt in the 1870s.

The Marquess then began a process of buying back leasehold properties around the castle with the intent of clearing back the town houses that had been built up to the edge of the site, but he became involved in other projects and travels and never managed to restore the castle to its former glory.

*Link to Castell Coch – John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, owned and rebuilt Castell Coch and Cardiff Castle as well as Caerphilly Castle, where he lived.*

### **Pupils could investigate:**

**People** – John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute; George Thomas Clark

**Buildings** – Caerphilly Castle

**Transport** – How did people travel between Cardiff and Caerphilly in 1870?

### **Where to find out more:**

The Project Gutenberg EBook of John Patrick, Third Marquess of Bute, K.T., by David Hunter Blair: <http://www.gutenberg.org/files/35884/35884-h/35884-h.htm>

Welsh Newspapers online website, information about G T Clark:  
<http://welshnewspapers.llgc.org.uk/en/page/view/3425529/ART119>

Coflein website – Caerphilly Castle photographs, sketches:  
<http://www.coflein.gov.uk/>

# 1872

## John Patrick Crichton-Stuart married Gwendolen Mary Ann Fitzalan-Howard

Aged 25, John Patrick Crichton-Stuart married 19 year old Gwendolen Mary Ann Fitzalan Howard at 11.00 on 16th April 1872, at Brompton Oratory, London. It was a very grand wedding, with many important guests, including Benjamin Disraeli, who became Prime Minister in 1874.

The Illustrated London News carried reproductions of the photographs taken of the bride and groom, and there was coverage of the wedding in many newspapers.

The Cardiff council minutes of March 1872 stated that there would be public celebrations of the Marquis of Bute, and that the expenses of these would be raised by public subscription. A committee was appointed to make the arrangements. On the day of the wedding, Cardiff was decorated with triumphal arches; transparencies painted with such subjects as Hymen, the god of Marriage; portraits of the happy couple; and coats of arms.

The couple were greeted by dignitaries when they arrived in Cardiff, after the wedding. After speeches, they were escorted through the town in an open carriage, cheered on by crowds for whom the local railway companies put on cheap excursion trains. There were several public festivities in Cardiff, including a picnic for Catholic children in the parkland behind the castle, and a day of athletics and acrobatics in Cardiff Arms Park.

### **Pupils could investigate:**

**People** – John Patrick Crichton-Stuart; Gwendolen Mary Ann Fitzalan-Howard; Benjamin Disraeli

**Buildings** – Cardiff Castle; Cardiff Town Hall 1853-1904 (in St Mary's Street); Cardiff Arms Park

**Transport** – How did Lord & Lady Bute travel from London to Cardiff?

### **Where to find out more:**

British History Online website , Cardiff Records Volume 4:  
<http://www.british-history.ac.uk/source.aspx?pubid=376>

Glamorgan Archives: accounts from 'The Graphic' of the marriage of John Patrick Crichton-Stuart and Gwendoline Mary Ann Fitzalan-Howard <http://www.glamarchives.gov.uk/>

People's Collection Wales – photographs of High Street decorations:  
<http://www.peoplescollectionwales.co.uk/items/11583>

The Project Gutenberg EBook of John Patrick, Third Marquess of Bute, K.T., by David Hunter Blair: <http://www.gutenberg.org/files/35884/35884-h/35884-h.htm>

# 1875

## Cardiff Castle's clock tower was completed

Cardiff castle's clock tower was completed in 1875. John Patrick Crichton-Stuart, the 3<sup>rd</sup> Marquess of Bute, and William Burges had planned and built it over a 10 year period.

At over 40 metres high, the clock tower was the tallest structure in Cardiff when it was built to provide private apartments for the 3<sup>rd</sup> Marquess of Bute. It contains incredibly richly decorated rooms on seven floors, including a bedroom, a servant's room, a summer smoking room and a winter smoking room.

The theme of the clock tower is time. The clock was created by Edward Dent, who also designed London's Big Ben. Set to either side of the large, cast iron clock faces on each side of the tower are seven large figures representing the planets as Roman gods. The figures stand on pedestals and hold attributes relating to their sign of the Zodiac. Portrayed in medieval costume, the gods are Saturn, Jupiter, Mars, Sol, Venus, Mercury, and Luna.

Above the statues are 5 heraldic shields, repeated on each side of the clock tower.

On the north face of the tower there is an oak tree motif from the arms of the 3<sup>rd</sup> Marquess of Bute.

*Link to Castell Coch – this work was planned, designed and overseen by William Burges, who also planned, designed and oversaw the rebuilding of Castell Coch.*

### **Pupils could investigate:**

**People** – William Burges; John Crichton-Stuart 3<sup>rd</sup> Marquess of Bute

**Buildings** – Cardiff Castle; Castell Coch

**Transport** – how were building materials transported? What forms of transport to and from Cardiff were there in 1875?

### **Where to find out more:**

Cardiff Castle website: <http://www.cardiffcastle.com/>

Glamorgan Archives – printed copies of drawings of designs for Cardiff buildings, including parts of Cardiff Castle, by Burges; books on Burges; maps <http://www.glamarchives.gov.uk/>

Coflein website – postcards, photographs, aerial photographs: <http://www.coflein.gov.uk>

People's Collection Wales website, photographs and drawings:

<http://www.peoplescollectionwales.co.uk/discover/query/cardiff%20castle>



# 1875

## Work began on rebuilding Castell Coch

Castell Coch was a ruined medieval castle, abandoned in the early 1300s. In August 1875, work began on rebuilding it, to the same floor plan as the original castle but with an interior decorated as a Victorian fantasy medieval castle. William Burges left nothing to chance, preparing dozens of carefully measured and precisely detailed working drawings for workmen to work from. The building contractor who rebuilt the castle was Albert Estcourt of Gloucester.

Castell Coch was never intended to be a main residence for the 3<sup>rd</sup> Marquess of Bute and his family, it was built as a summer weekend retreat. The latest technologies of the time were installed – a central heating system, gas lighting, piped water, a modern kitchen with a sizeable cooking range, and flushing toilets. The construction work was completed by the end of 1879, but the process of decorating the interior took another 12 years, and was finally finished in 1891. William Burges died in 1881, and William Frame, his assistant, completed the interior decoration of the castle.

***Link to Castell Coch** – Castell Coch was owned by John Patrick Crichton-Stuart, the 3<sup>rd</sup> Marquess of Bute, who paid for the restoration work to be done, and planned the building and interior decorations with William Burges.*

### **Pupils could investigate:**

**People** – William Burges; John Crichton-Stuart 3<sup>rd</sup> Marquess of Bute; William Frame; Albert Estcourt

**Buildings** – Cardiff Castle; Castell Coch

**Transport** – how were building materials transported? What forms of transport to and from Tongwynlais were there in 1875?

### **Where to find out more:**

Castell Coch

Coflein website – photographs, aerial photographs: <http://www.coflein.gov.uk/>

Glamorgan archives – photographs of Castell Coch before and after rebuilding; maps: <http://www.glamarchives.gov.uk/>

People's Collection Wales – photographs, etching of the ruined castle: <http://www.peoplescollectionwales.co.uk/items/11583>

# 1881

## William Burges died

William Burges was born in 1827, and was an architect who also designed metalwork, sculpture, jewellery, furniture and stained glass.

William Burgess and John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute, met in 1865, and became friends for life. The friendship and patronage of the Marquess lasted the rest of Burges's life and led to his most important works. To the Marquess and his wife, Burges was the "soul-inspiring one".

William Burges undertook 3 major building works in Cardiff – rebuilding parts of Cardiff Castle, rebuilding Castell Coch, and building Park House.

*Link to Castell Coch – William Burges had worked for many years on the planning and rebuilding of Castell Coch, with the 3<sup>rd</sup> Marquess of Bute and his wife.*

### **Pupils could investigate:**

**People** – William Burges, William Frame (his assistant)

**Buildings** – Castell Coch, Cardiff Castle, Park House (20 Park Place)

**Transport** – what transport links were there between Cardiff and Tongwynlais, and Cardiff and London in 1881? How did people travel?

### **Where to find out more:**

Coflein website – photocopy of newspaper article, measured drawings, graphs, photographs of Cardiff Castle, Castell Coch and Park House: <http://www.coflein.gov.uk/>

Glamorgan archives: printed copies of drawings of designs for Cardiff buildings by Burges; books on Burges <http://www.glamarchives.gov.uk/>

British Listed Buildings online website, Park House listing:  
<http://www.britishlistedbuildings.co.uk/wa-13772-park-house-castle>

# 1883

## Cardiff University was set up

Lord Aberdare's 1881 report recommended that a new university college should be set up in south Wales. Swansea and Cardiff both wanted to be chosen as the location for the new university. In December 1881 Cardiff Corporation set up a special committee of 50 important men from south east Wales, to secure the university for Cardiff. A further 44 men joined the committee in January 1882, along with Lady Llanover.

Lord Carlingford, Lord Bramwell and the Rt. Hon. A. J. Mundella, M.P, were appointed to decide where the new university should be located, and they unanimously decided on Cardiff.

The new university opened its doors on 24 October 1883 as the University College of South Wales and Monmouthshire. To celebrate the opening, there was a public holiday, a procession through Cardiff, and the ringing of church bells all day. The University was formally established by Royal Charter in 1884.

Aberdare Hall was founded in 1885 by Lady Aberdare to promote women's education in Wales, and provided accommodation for female students attending the University.

*Link to Castell Coch* – John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute owned Castell Coch and contributed £10,000 towards the costs of building the university, and also gave the land the first university buildings were built on.

### **Pupils could investigate:**

**People** – Lord Aberdare; Lord Carlingford; Lord Bramwell; the Rt. Hon. A. J. Mundella, M.P; Sir Hussey Vivian; Lady Aberdare; Lady Llanover; John Viriamu Jones; Henry Richard

**Buildings** – Cardiff University buildings, Aberdare Hall

**Transport** – Which route did the procession take through Cardiff? Did people walk, or travel by other means?

### **Where to find out more:**

Glamorgan Archives – maps showing university buildings; plans of university buildings including Aberdare Hall; Aberdare Hall records and book: <http://www.glamarchives.gov.uk/>

British History online, Cardiff Records Volume 5:  
<http://www.british-history.ac.uk/place.aspx?gid=92&region=8>

People's Collection Wales website – Henry Richard statue & information:  
<http://www.peoplescollectionwales.co.uk/items/9423>

British Listed Buildings online website, information about Aberdare Hall:  
<http://www.britishlistedbuildings.co.uk/wa-13678-aberdare-hall-including-attached-ne-wing->



# 1886

## Cardiff Coal Exchange opened

Before the 1880s, Cardiff coal merchants chalked up the changing prices of coal on slates outside their offices or agreed deals in local public houses. When Cardiff became the biggest coal port in the world, it needed a central place to conduct coal related business, and the Cardiff Chamber of Commerce and Coal Exchange was built in Mount Stuart Square. This building, designed by James, Seward & Thomas, was the place where the price of the world's coal was decided in the 1880s and 1890s.

Cardiff's leading businessmen – owners of coal mines, owners of ships and shipping companies, and their agents – met daily in the new trading hall for negotiations, some of which were with companies in far distant countries. Agreements were made 'face to face', but also through the brand new technology of the telephone. During the peak trading hour of 12.00pm – 1.00pm, there were up to 200 men trading coal here, and it's been estimated that up to 10,000 came in and out of the building each day.

*Link to Castell Coch – the coal owners and shipping company owners were known to the 3rd Marquess of Bute, and some were friends and business partners, who may have been entertained at Castell Coch.*

### **Pupils could investigate:**

**People** – Edwin Seward; Richard Cory (Cory Brothers & Co); John Cory; Evan Thomas (of Aberporth); Henry Radcliffe (of Merthyr Tydfil); Charles Edward Evans (Evan Reid Coal); Phillip & Thomas Morel; William Tatem; John Mathias (Cambrian Steam Navigation Company)

**Buildings** – Coal Exchange building

**Transport** – coal ships, barges and railway wagons

### **Where to find out more:**

Coflein website – photographs; measured drawings: <http://www.coflein.gov.uk/>

Glamorgan archives – trade directories; shipping company records; photographs; Cardiff Incorporated Chamber of Commerce records & register of members; coal annuals; photos, maps & plans relating to transport to and from docks buildings:  
<http://www.glamarchives.gov.uk/>

British History online, Cardiff Records: <http://www.british-history.ac.uk/>

British Listed Buildings website:

<http://www.britishlistedbuildings.co.uk/wa-14015-cardiff-exchange-building-butetown>

# 1887

## The Roath Dock opened

Cardiff already had 2 docks, but the amount of coal being exported in the 1880s was so high that there wasn't room in the existing docks for all the ships to tie up to load and unload their cargoes. New docks were being proposed at Barry, and Cardiff didn't want to lose the coal trade, so another new dock was built.

The new dock took over 4 years to build – the first sod was cut by the 3rd Marquess of Bute on 31 January 1883; Cardiff Corporation and the various trade and benefit societies joined forces to make the event a public celebration, and the day was observed as a general holiday. A special committee, formed to organise the celebrations, arranged an open-air procession of the various societies and dignitaries, to attend the opening of the New Dock.

**The route was fixed as follows:** From Westgate Street, via Angel Street, High Street, Saint Mary Street, Custom House Street, Bute Road to the Docks.

The Mayor proposed that, after the 3<sup>rd</sup> Marquess of Bute had ceremoniously started the building of the new dock, the procession should re-form and accompany his Lordship back to Cardiff Castle and then disperse. Joseph Tayleure offered the services of his brass band dressed in uniform, for the procession, which was accepted by the Committee with thanks.

*Link to Castell Coch – John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute owned the new dock, and Castell Coch.*

### **Pupils could investigate:**

**People** – Robert Bird, Mayor of Cardiff; John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute; Joseph Tayleure (Taylor), circus proprietor and performer:

**Buildings** – Roath Dock

**Transport** – what transport methods were used to bring things in and out of the Dock? How long would it have taken people to walk along the route from Westgate Street to Roath Dock?

### **Where to find out more:**

Glamorgan Archives – plans, maps & photographs – including some of the opening of the dock: <http://www.glamarchives.gov.uk/>

Coflein website – photographs: <http://www.coflein.gov.uk/>

British History Online, Cardiff Records: <http://www.british-history.ac.uk/>

British Listed Buildings website, listing for Roath Lock: <http://www.britishlistedbuildings.co.uk/wa-14062-dock-walls-of-roath-basin-including-sea-w>

# 1896

## The 'Mansion House' was built

The Mansion House, originally called 'Grove House', was designed by Habershon & Fawckner, architects of London, Newport and Cardiff.

Habershon & Fawckner worked for Lord Tredegar and designed and built many other buildings in Cardiff, including Marlborough Road school, houses in Roath, and most of the houses in Splott.

Grove House was built on land leased from Lord Tredegar, and building work began in 1891.

The house, which was one of the grandest houses in Cardiff, was built for James Howell, the founder of Howell's department store. James Howell needed a large home as he had 11 children, but he made sure that the house was designed and built with a paired entrance so that it could be divided into 2 separate houses once his children left home.

*Link to Castell Coch – Grove House was begun in 1891, and Castell Coch was finished in the same year. Both properties were significant properties, built by very rich men who knew each other, and both were part of the development of Cardiff and the surrounding area as the major town in Wales.*

### **Pupils could investigate:**

**People** – James Howell; Godfrey Charles Morgan, 1st Viscount Tredegar

**Buildings** – Mansion House, which was originally called 'The Grove', Howells department store building

**Transport** – Which route would James Howell have taken from his new house to the Howells store? How would he have travelled?

### **Where to find out more:**

Glamorgan Archives – plans of the Mansion House, research paper on the history of the Mansion House; census returns: <http://www.glamarchives.gov.uk/>

Coflein website – postcards: <http://www.coflein.gov.uk/>

British Listed Buildings website:

<http://www.britishlistedbuildings.co.uk/wa-26661-the-mansion-house-plasnewydd>

British History online, Cardiff Records, Volume 5:

<http://www.british-history.ac.uk/place.aspx?gid=92&region=8>

Virtual tour of the Mansion House:

[http://www.vp360.co.uk/mansionhouse/index\\_standalone.html](http://www.vp360.co.uk/mansionhouse/index_standalone.html)



# 1897

## The Pierhead building was built

The Pierhead building was built as the headquarters and offices of the Bute Dock Company, as a replacement for the company's previous offices, which burnt down in 1892. The new building was designed by William Frame, and built from glazed terracotta blocks, made by JC Edwards & Co of Acrefair near Ruabon. It took nearly three years to build at a cost of around £30,000, and was paid for by John Patrick Crichton-Stuart, 3rd Marquess of Bute. It was the biggest building in Butetown for over 175 years, and was the first building sailors saw when their ships came into Cardiff.

The Pierhead building's clock is often called Cardiff's 'Big Ben'. Although the clock faces are still on the Pierhead building, the original clock mechanism was removed and sold in the 1973 to an American who intended to restore it. The clock mechanism was returned to Cardiff in 2005, and has been fully restored and has displayed in a large glass case on St Mary's Street since 2011.

*Link to Castell Coch – William Frame assisted William Burges in rebuilding Castell Coch, and completed this work after William Burges died. The Bute Docks (Transfer) Act of 25th June 1886, established a new company called The Bute Dock Company, and transferred Cardiff Docks and Railways connected therewith from the ownership of 3<sup>rd</sup> Marquess of Bute (owner of Castell Coch) and others to the Bute Docks Company as from 31st December 1886. The 3<sup>rd</sup> Marquess of Bute owned Castell Coch.*

### **Pupils could investigate:**

**People** – William Frame; John Patrick Crichton-Stuart, 3<sup>rd</sup> Marquess of Bute; Sir William Thomas Lewis, General manager of the docks; other owners of the Cardiff Docks and Railways company

**Buildings** – Pierhead building, Pierhead building clock

**Transport** – how were goods transported in and out of the Bute Docks? Where were the terracotta bricks used to build the Pierhead made, how were they transported to Cardiff? How did the clock mechanism travel to and from America?

### **Where to find out more:**

Glamorgan Archives – plans, maps & photographs: <http://www.glamarchives.gov.uk/>

Coflein website – photographs: <http://www.coflein.gov.uk/>

British Listed Buildings website:

<http://www.britishlistedbuildings.co.uk/wa-14055-pier-head-building-butetown>

# 1900

## John Patrick Crichton-Stuart died

John Patrick Crichton-Stuart had a stroke in 1896, and was ill from then until he died a few hours after another stroke when he was 53. He was buried in a small chapel on the Isle of Bute, in Scotland, but his heart was buried on the Mount of Olives in Jerusalem, where it was taken by his wife and children a few days after his death.

He was a quiet, reclusive man, who preferred to spend his time and money on his passions throughout his life, rather than being a social celebrity. He was passionate about history, religion, linguistics, medieval art and architecture, and travel. He had studied and could understand 21 languages, including Latin and Welsh.

He held the office of Rector at St Andrews University from 1892 until 1897, and was an architectural patron who embarked upon approximately 60 building projects in Wales and Scotland.

During his lifetime, John Patrick Crichton-Stuart also gathered together a fantastic collection of over 25,000 books, art, artefacts, silverwork, furniture, and this collection is held at the Bute family home of Mount Stuart, in Scotland.

He married when he was 25, and he had one daughter and three sons.

At the time of his death, his Glamorgan estates consisted of over 22,000 acres of land, and a number of significant buildings, including Cardiff Castle, Castell Coch, and Caerphilly Castle.

*Link to Castell Coch* – John Crichton-Stuart was the owner of Castell Coch, and his wife Gwendolen and their daughter Margaret moved into Castell Coch for some weeks after his death. Castell Coch was given to Gwendolen Mary-Ann Crichton-Stuart for the rest of her life.

### **Pupils could investigate:**

**People** – John Crichton-Stuart, Gwendolen Mary-Ann Crichton-Stuart, Margaret Crichton-Stuart

**Buildings** – research buildings owned, commissioned or lived in by John Crichton-Stuart: Bute and Roath Docks; Cardiff Castle; Castell Coch; Park House; Pierhead Building

**Transport** – what forms of transport were available for very rich people in 1900?

### **Where to find out more:**

Glamorgan Archives – Newspaper cuttings on the death of the 3rd Marquis of Bute:  
<http://www.glamarchives.gov.uk/>

## Workhouse factsheet

The 1601 Act for the Relief of the Poor made parishes legally responsible for looking after their own poor. This was paid for by the collection of a poor-rate tax from local property owners. The 1601 Act made no mention of workhouses although it stated that materials should be bought to provide work for the unemployed able-bodied — with the threat of prison for those who refused. It also proposed building housing for the “impotent poor” — the elderly, chronic sick, etc. The law was locally enforced and not consistently implemented, and the operation of workhouses was completely voluntary.

In 1777, the parish of Cardiff (St John the Baptist and St Mary) had a workhouse for up to 200 inmates. It was located on the west side of St Mary Street, later the site of a branch of the National Provincial Bank, opposite the town gaol.

In 1834, a New Poor Law, based on the new administrative unit of the Poor Law Union, was passed by Parliament. It aimed to introduce a rigorously implemented, centrally enforced, standard system that was to be imposed on all and which centred on the workhouse.

Each Poor Law Union was managed by a locally elected Board of Guardians and the whole system was administered by a central Poor Law Commission. Cardiff's Poor Law Union was set up on 13th September 1836. Its operation was overseen by an elected Board of 53 Guardians, 53 in number, representing its 44 constituent parishes.

In the late 1830s, hundreds of new union workhouse buildings were erected across England and Wales, and poor relief was only given to people who willing to go into workhouses. If an able-bodied man entered the workhouse, his whole family had to enter with him. A new workhouse was built in 1839 on Cowbridge Road, Cardiff, to house 260 people, at a cost of about £7500.

The population of Cardiff grew so fast that this workhouse soon became overcrowded, and in 1862 the children who lived there were moved to the Ely Industrial Schools, about a mile and a half away. Children were given a basic education, and training that would help make them employable in later life. Girls learnt how to do laundry work, housework and needlework, while the boys learnt carpentry, tailoring and shoemaking.

1872, an infirmary with 164 beds was added at the west of the workhouse. In 1879 a major rebuild of the workhouse began, and the new building was finished by 1881, at a cost of £27,000, and a new wing was added in 1890 at a cost of £9000. These workhouse buildings later became St Davids Hospital.

Life inside the workhouse was hard – men, women, children, and the infirm were housed separately and given very basic food such as watery porridge called gruel, or bread and cheese. All inmates had to wear the rough workhouse uniform and sleep in communal dormitories. Supervised baths were given once a week. The able-bodied were given hard work such as stone-breaking or picking apart old ropes (called oakum). The elderly and infirm sat around in the day-rooms or sick-wards with little opportunity for visitors. Parents were only allowed limited contact with their children — perhaps for an hour or so a week on Sunday afternoon.

The Workhouses website has some later information about Cardiff workhouse:

<http://www.workhouses.org.uk/Cardiff/Cardiff1881.shtml>



# Cholera factsheet

Cholera is a bacterial infection spread by drinking water which is contaminated with sewage, or by eating contaminated food. It causes diarrhoea and vomiting, and people can become dehydrated and go into shock very quickly. If not treated, cholera can be fatal. In the 1800s, there were no effective treatments for cholera.

The first known cases of cholera in Britain were documented in 1831, and there was a major outbreak in 1848. There were outbreaks of cholera in Cardiff in 1832, 1849, 1854 and 1866. The worst outbreak of cholera in Wales was in Cardiff in 1849.

In 1849, Cardiff had huge social and public health problems as a result of rapid population growth. Records show that in Stanley Street, 36 people plus 'nightly lodgers' lived in number 15, and 54 people lived in number 17; 500 people lived in 27 two-roomed houses in Landore Court in St Mary's Street. People slept in shifts, and went to the toilet in buckets. These houses had no running water, or bathrooms or toilets.

The River Taff and Glamorganshire Canal were used for drinking water, and also for sewage disposal. Drinking water was also taken from town pumps (but these were not always clean) and private wells.

The first reported deaths in Cardiff's 1849 cholera outbreak were two male babies who died in January and February. Between 20th May and 21st June, there were 274 cases of cholera, causing 138 deaths. By the end of the outbreak there had been around 400 deaths from cholera in Cardiff, the last deaths were in December 1849.

About a week after the first cases of cholera were diagnosed in Cardiff, there were outbreaks in Merthyr Tydfil, Dowlais and Aberdare, which resulted in over 1400 deaths. The disease had spread from Cardiff to Merthyr.

The Public Health Act of 1848 created the General Board of Health and local health boards. The General Board of Health was informed about Cardiff's cholera outbreak and Dr Sutherland was sent to Cardiff. Cardiff was divided into districts and a medical officer appointed for each district; every house in the town was visited once a day by a Doctor. Houses were whitewashed with lime, and people living near the Glamorganshire canal were advised to move.

In the 1840s, people didn't know what caused cholera. They were very frightened, and some people moved away until the outbreak was over. People thought the outbreak had been caused by smells from the drains and sewers, or bad food, or cold and damp conditions; and some people thought it had happened because the Glamorganshire Canal had been drained just before the start of the epidemic. Others thought it was caused by behaving badly, and in Cardiff one explanation for the cholera outbreak was the "shocking habits of the Irish"!

In Cardiff nearly £100,000 was invested in drainage and water supplies between 1848 and 1872. By 1856 the population of Cardiff had reached 30,925, but new system of sewage/drainage was almost complete, and there was a clean water supply. There have been no cases of cholera in Cardiff since 1872, since clean drinking water has been available across the city.

# Crime & Punishment factsheet

In the 1700s, the main ways of punishing criminals was to fine them, hang them, or to transport them to other countries – America until the 1770s, then Australia. There were prisons, but these were often within old buildings, such as castles, and were mainly used to imprison people who owed money until the debt was paid, or to hold people in before they stood trial. Each of these gaols was run by a gaoler, who ran the prison however they wanted to. People in these prisons could buy comforts if they had enough money.

In the 1800s, crime, and how to deal with it, was one of the biggest problems in Britain. The crime rate in London rose from about 5,000 recorded crimes per year in 1800 to 20,000 per year in the 1840. Similar increases happened in other British cities, as the industrial revolution meant many people stopped living and working in the countryside and moved to live and work in the cities, or industrial towns like Merthyr Tydfil.

The Victorians had a firm belief in making criminals face up to their responsibilities, and also in punishing people for the crimes they committed, and as well as fining hanging and transporting people to other countries, they started sending them to prison. In the 1830s Australia complained about being a dumping ground for unwanted British criminals.

The British government they began to think about 90 new prisons were built or added to in Britain between 1842 and 1877. Men, women and children were often held together.

People in the 1800s found child crime shocking, and as a result in 1816, Parliament set up a 'Committee for Investigating the Alarming Increase in Juvenile Crime in the Metropolis' (London).

In 1837, Charles Dickens wrote a book called *Oliver Twist*, which described how gang of young pickpockets operated in London, exploited by an adult 'gang master'.

Ordinary children and young people all over Britain were also stealing things – often clothes, or food for themselves and their families, when they didn't have enough to eat. Children were given the same punishments as adults, and were often given long prison sentences for minor crimes. It was not unusual for a child aged 10-14 to be imprisoned for 2-4 months for stealing food or clothes.

In 1847, the Juvenile Offences Act made it law that young people under 14 (soon raised to 16) should be tried in a special court, not an adult court. In 1854, reformatory schools were set up, and these were prisons for young people, designed to take them away from the "bad influences" of home and environment, and teach them how to behave properly. Children and young people were given long sentences, often several years, at reformatory schools, for breaking the law.

The National Archives website has a Victorian Prisons education resource, and a crime and punishment resource:

<http://www.nationalarchives.gov.uk/education/resources/victorian-prison/>

<http://www.nationalarchives.gov.uk/education/candp/>

# Child Labour factsheet

Children from poor families were expected to work in the 1800s. Families often had many children and couldn't afford to feed them all, or pay their rent, unless the older children brought an income into the house. The work the children did was often hard and dangerous.

British politicians began to become very concerned about where children worked, the kinds of jobs children did, how old children were when they began working, and they set up investigations into child labour. There was a big investigation into children working in coal mines in 1842.

Some of these investigations led to new laws being made to protect children:

**1833** – The Factory Act stated that children under 9 years of age could not work in factories, and that employers must have a medical or age certificate for child workers. Children were no longer allowed to work at night, and children aged 9-13 were not allowed to work more than 9 hours a day. Children aged between 13-18 were not allowed to work more than 12 hours a day. Two hours of schooling were compulsory each day for children. Four factory inspectors were appointed to enforce the law throughout the whole of the UK. The passing of this Act didn't mean that employers took much notice of it, or that the mistreatment of children stopped overnight.

**1870** – Forster's Education Act declared that all parts of Britain had to provide schooling for children aged 5 to 12. Not all schools were free, and many families couldn't afford the 'school's pence' each week. As it was not compulsory to attend school many children still didn't go to school and continued to work instead.

**1880** – Attendance at school became compulsory, and all children in the UK had to attend a school until they were 10 years old.

**1889** – The school leaving age was raised to 12.

**1891** – The school's "pence fee" was abolished and schools became free.

**1901** – the minimum age for starting work was raised to 12.

What kinds of work did children do in south Wales in the 1800s? Children had traditionally worked as servants, or done agricultural work. The Industrial revolution changed the world, and children also began to work in industry – in the mines, ironworks, copper and tin plate works, and factories.

Children worked in the south Wales Ironworks at Blaenavon; the 4 Ironworks at Merthyr Tydfil – Cyfarthfa, Dowlais, Penydarren, Cyfarthfa; and at Clydach & Nantyglo (near Brynmawr) and Beaufort (near Ebbw Vale).

Children worked in the south Wales coal mines, usually from age 8-9, but sometimes as young as 4 or 5. Some of the underground tunnels were too small for men and only children could work in those. Coal became Wales's biggest export in the 1850s.

It was not unusual for children to work up to eight or twelve hours a day, six days a week.